

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION



CONVENE



PLAN



INFORM



FUND

2019
ANNUAL
REPORT





The Indianapolis MPO 2019 Annual Report was prepared in coordination with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration.



TABLE OF CONTENTS

<i>A Letter from the Executive Director</i>	1
<i>Organization and MPO Structure</i>	3
<i>Convene</i>	
Board Retreat	5
Transit-Oriented Development Panel	6
<i>Inform</i>	
Dashboards Help with Information Sharing	7
Crash Data Cleanup Continues	9
Public Involvement in Transportation Decision-Making	10
MPO Staff Share Knowledge	11
<i>Plan</i>	
Regional Bikeways Plan Nears Completion	13
Regional Pedestrian Plan Coming to a Close	15
Vision Zero Toolkit	17
Regional Centers and Scenario Planning	17
2019 Intersection Safety Studies	18
<i>Fund</i>	
TIP By the Numbers	19
Funded in 2019	20
<i>Other Updates</i>	
Red Line Launches New Transit Era	21
A Thanks to the MPO's Interns	21
The MPO Expands Youth Outreach	22
MPO Online Presence Growing	23
Welcome Aboard Annie!	24

A LETTER FROM THE EXECUTIVE DIRECTOR

I believe that, in the years ahead, 2019 will be recognized as a major turning point for Central Indiana infrastructure and planning.

In one way, that sentiment might seem obvious: anybody who has ridden – or simply seen – the Red Line Bus Rapid Transit in Indianapolis knows that the region has entered a new era in transportation. In the coming years, as the Purple and Blue Lines join the city's transit system, along with a redesigned local bus network, we will see a citywide transformation, with new commercial and residential development, increased public access to services and amenities, enhanced opportunities for employers to connect with workers, and more.

But I also want to highlight another, less-visible, major step forward: In 2019, the Indianapolis MPO launched a process of evolution that puts the organization in an even greater leadership role to shape the future of the Central Indiana region.

This evolution comes as a result of area municipalities' and stakeholders' recognition a few years ago that the challenges looming ahead for the MPO's eight-county region will not be resolved by communities working independently. Instead, they will be solved through a regional and collaborative approach to matters such as transportation, water usage, land use, economic development, housing, and air quality. The stakeholders also recognized that fruitful collaboration would not be possible unless one organization took the lead in this effort. The Indianapolis Regional Transportation Council (IRTC), which governs The Indianapolis MPO, voted to move us toward becoming that organization.

“Challenges looming ahead...will not be resolved by communities working independently. Instead, they will be solved through a regional and collaborative approach”

To fulfill this role, the MPO has spent the past year recasting its work along four areas of responsibility:

Plan: The MPO will continue in this foundational role with an increased focus on regional solutions and collaboration, relying on planning professionals to develop and implement plans that improve quality of life throughout the region.

Inform: The MPO will ensure that regional partners have the latest data, information, and best practices to support planning and decision making.

Convene: The MPO will serve as the connector that regularly brings together regional partners to address important issues and analyze opportunities and trends so that the region can successfully function in the present and have an effective plan for the future.

Fund: In addition to acting as the administrator of federal transportation funds for the region, the Indianapolis MPO will also work to find and administer additional sources of funding for major projects throughout its service area.

In the years ahead, these four “pillars” will guide and inform the work of the Indianapolis MPO, allowing it to continue to support growth and improve quality of life in Central Indiana.

Of course, even as the Indianapolis MPO team launched this evolution, we continued to do the high-quality work that ensures that the region's infrastructure supports the needs of residents. To that end, in 2019, the MPO oversaw the awarding of \$55.5 million in federal funding for projects ranging from road widening in Avon to trail safety upgrades in Westfield, and from crosswalk beacons in Greenfield to roundabouts all around the region.

In addition to distributing funds, our staff has done considerable work on the Regional Bikeway and Pedestrian plans, preparing them to be submitted for approval in 2020. They also paved the way for increased safety across the region by completing an Intersection Safety Study, and continued to clean up records of crash data to ensure we have the best information for making infrastructure decisions.

Meanwhile, team members shared their knowledge and expertise in a number of presentations to public and professional groups, and helped their peers throughout the region increase their understanding of how to engage the public on planning matters. At the same time, they continued to execute the myriad tasks and activities required of our daily operations.

Because of the incredible work they do – whether it's casting a new mold for the MPO of the future or seeing to the many opportunities and challenges we confront on a daily basis – I could not be more proud of the Indianapolis MPO team, or more honored to be their leader. It is because of them and our partners throughout the region that Central Indiana is so well positioned for the future ... a future that, in some ways, started in 2019.

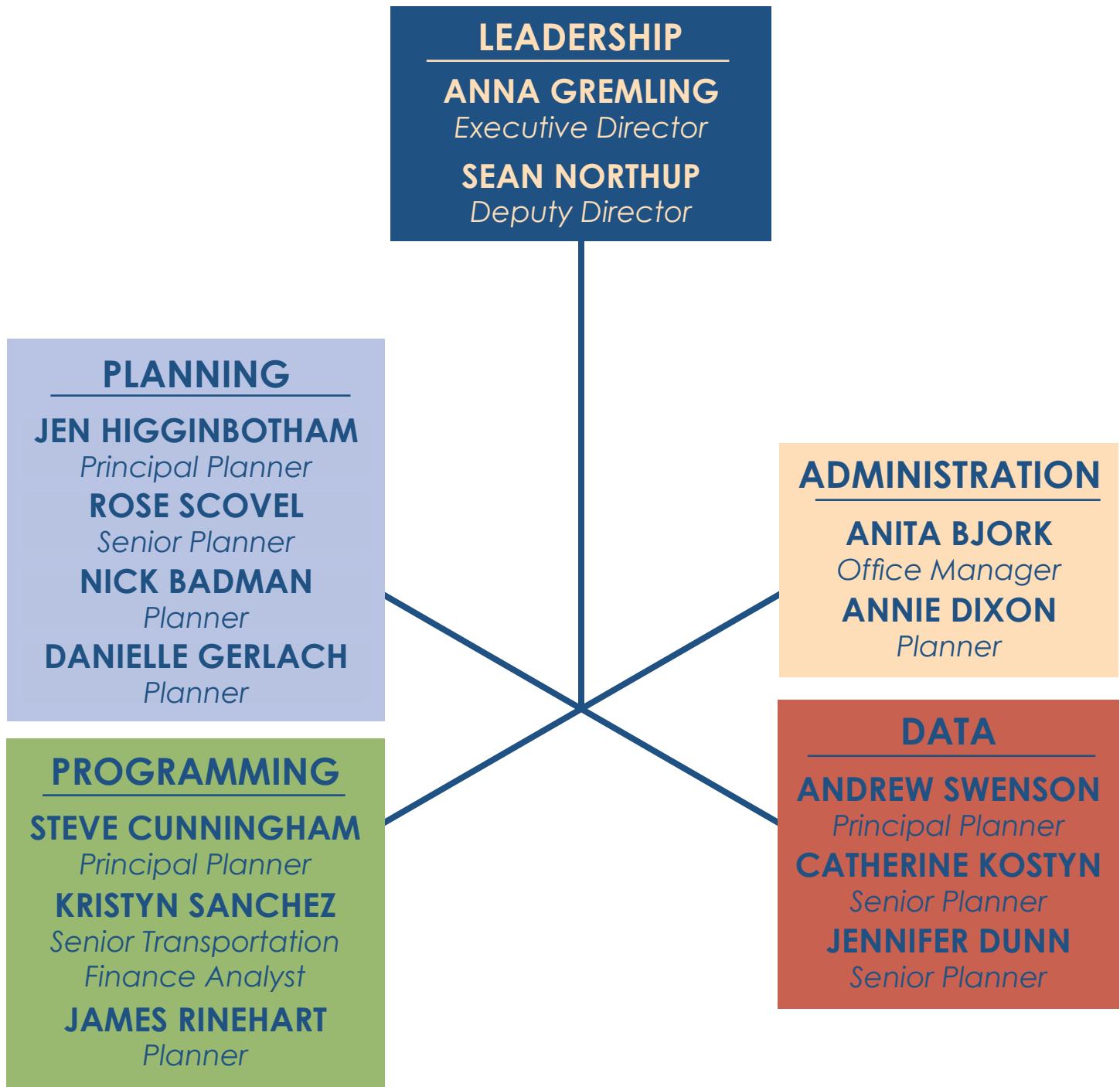


Anna Gremling
Executive Director



ORGANIZATION STRUCTURE & MPO MEMBERSHIP

ORGANIZATIONAL CHART

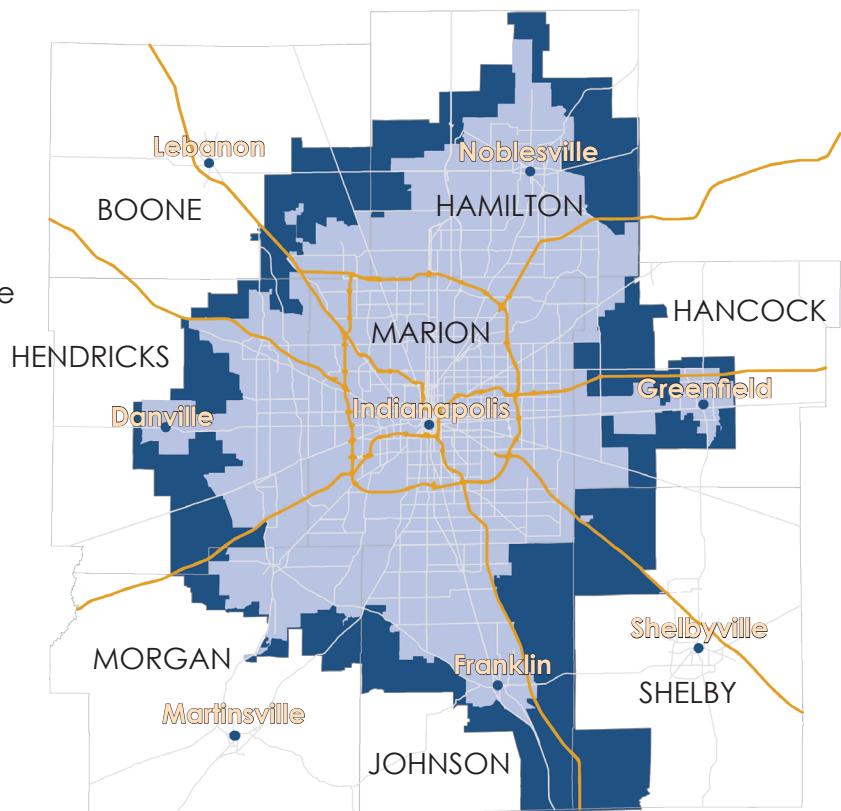


IRTC MEMBERSHIP

Local Governments

Town of Avon	City of Indianapolis
Town of Bargersville	Johnson County
City of Beech Grove	City of Lawrence
Boone County	Town of McCordsville
Town of Brooklyn	Town of Mooresville
Town of Brownsburg	Morgan County
City of Carmel	Town of New Palestine
Town of Cicero	City of Noblesville
Town of Cumberland	Town of Pittsboro
Town of Danville	Town of Plainfield
City of Fishers	Shelby County
City of Franklin	City of Southport
City of Greenfield	Town of Speedway
City of Greenwood	City of Westfield
Hamilton County	Town of Whiteland
Hancock County	Town of Whitestown
Hendricks County	Town of Zionsville

Indianapolis Metropolitan Planning Area (MPA)



Partner Agencies

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Indiana Department of Transportation (INDOT)
Indianapolis Airport Authority (IAA)
Indiana Department of Environmental Management (IDEM)
Ports of Indiana
Indianapolis Public Transportation Corporation (IndyGo)

Central Indiana Regional Transportation Authority (CIRTA)

Indianapolis Metropolitan Development Commission (MDC)

Madison County Council of Governments (MCCOG)

Columbus Area Metropolitan Planning Organization (CAMPO)

BOARD RETREAT

In June of this year, the Technical and Policy Committee Members of the Indianapolis Regional Transportation Council met at their Summer Retreat to discuss the future of the organization as it formally separates from the City of Indianapolis. The retreat began with MPO leadership explaining to members what the organization's state statute options would be after separation. This would be a transitional statute the MPO would use until it is able to secure its own enabling legislation from the Indiana state government. The two statutes identified by the MPO and their consultants were:

- Regional Planning Commission (RPC): would allow for 88 potential members with a 20-member Regional Planning Commission Executive Board.
- Regional Development Authority (RDA): would allow for 37 potential members with a 5-member executive committee named the Development Board.

After presenting on the differences between the two legislations, members broke out to four different rotating round-table discussions:

- Legal Table: Allowed for additional conversations about the RDA and RPC legislations. It also provided an opportunity for members to provide feedback on what they wanted to see in the Central Indiana enabling legislation.
- Finance Table: Allowed members to meet with the MPO's financial consultant and learn what the organization has been doing in finance, as well as provide an opportunity for feedback and direction.
- Human Resources Table: Members met with the MPO's Human Resources consultant and provide policy ideas for attracting and retaining future talent. Members were encouraged to share their organizations' favorite policies.
- Mission, Vision, and Core Values Table: As the MPO begins to expand into other disciplines, leadership encouraged members to meet with staff and propose ideas to be considered when the MPO creates its new mission, vision and core values after separation.

The meeting solicited a wealth of valuable feedback that is being considered along with input from MPO staff from their staff retreat.

TRANSIT-ORIENTED DEVELOPMENT PANEL

Improved transit service is a critical tool for addressing some of Central Indiana's greatest challenges, and MPO staff spent years working with IndyGo and other partners to form the Central Indiana Transit Plan. Funding for the Marion County portion of the plan was approved by voters in 2016, and IndyGo has been busy building out the system. Once completed, the Marion County Transit Plan will vastly improve convenient access to work and school for thousands of Central Indiana residents, removing a major barrier to upward mobility and providing a more affordable transportation option for the most populated parts of the region.

The three new bus rapid transit (BRT) lines, with their shorter wait times (a bus every 10 minutes), extended hours (operating 20 hours a day), and faster service (with dedicated lanes and transit signal priority) create even greater opportunity, especially for the areas within a short walk of one of the 100 new Red, Purple, and Blue Line stations. Collectively, the most BRT-connected land represents just 1.8 square miles, or about 0.1% of Central Indiana's total land area.

The MPO has worked with the City of Indianapolis constantly since 2010 to study and plan for more aligned land use policies around BRT, resulting in the regional TOD Strategic Plan. Since 2014, Indianapolis has formally adopted both the Blue Line and Red Line chapters as regulating plans. However, actual zoning designations have not been changed, so all of the land around BRT remains at risk of becoming a non-contributing use like gas stations, self-storage facilities, parking lots, drive-throughs, or outdoor storage.

Many of the partners who were engaged in the transit planning conversation have expressed concern about TOD, and a major willingness to help foster change. The MPO launched an online dashboard to track land use metrics around BRT, then formed the TOD Advisory Panel to update partners on TOD progress, to collect feedback on the City's direction, and to let stakeholders know how they can contribute to the discussion. This is a perfect example of the MPO's new pillars of Convene and Inform.

The TOD Advisory Panel met in June and October. The group was split into three focus groups: Builders, Neighbors, and Support. They gave feedback on the region's mission and values for transit oriented development, and advised the City and the MPO on priorities for zoning changes. When IndyGo and the City of Indianapolis received a Federal Transit Administration grant to update zoning around the Blue Line, the TOD Advisory Panel served as a key stakeholder group for reviewing progress and providing direct feedback to consultants about specific challenges and mechanics of the existing code.

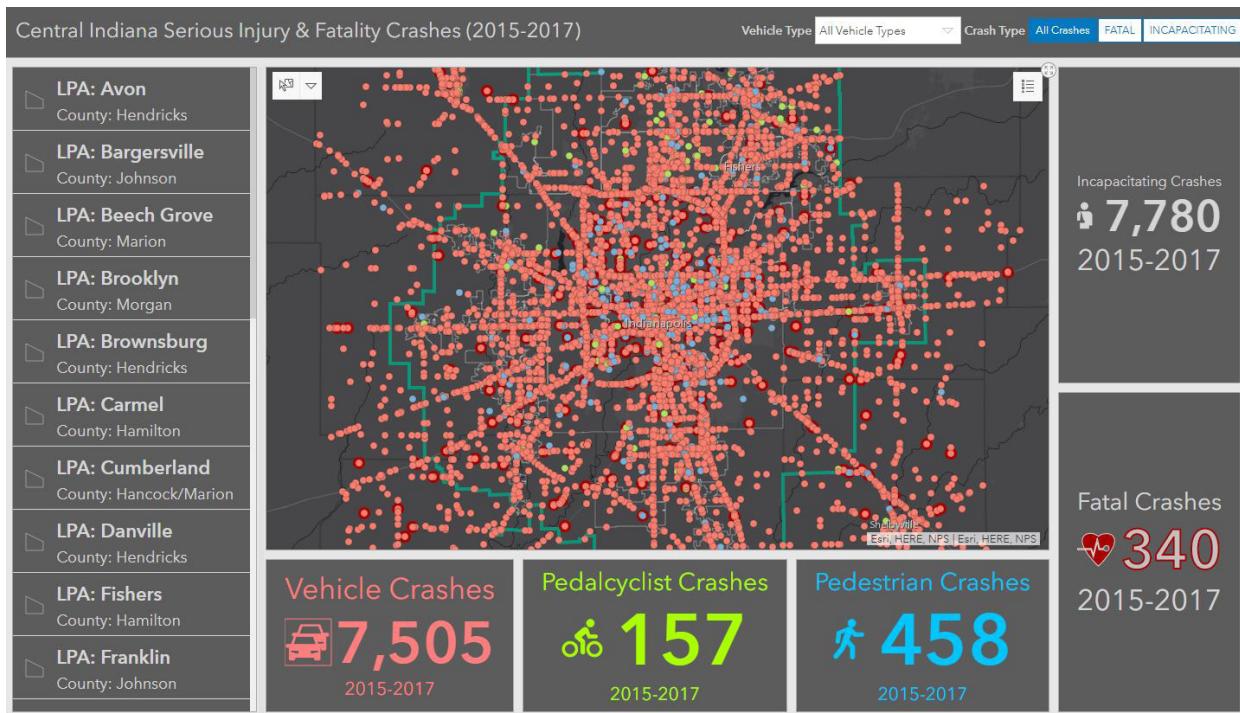
Throughout 2020, MPO staff will continue to keep the TOD Advisory Panel updated on the process of changing zoning.

DASHBOARDS HELP WITH INFORMATION SHARING

As part of its ongoing effort to inform constituents about new studies and planning efforts in Central Indiana, MPO staff explored alternative ways to distribute information. One result is the creation of data dashboards powered by ESRI's ArcGIS online.

The online ArcGIS Dashboard plug-in uses interactive maps with filters, data indicators, and charts to explain data collected by the MPO. The dashboards have been widely accepted by local planning agencies and the public as useful tools for sharing and explaining information. In fact, the MPO's dashboard for identifying vehicle crashes in Central Indiana has been cited as a source by local news outlets, and was also nationally recognized by ArcGIS-owner ESRI on their Twitter feed.

The success of the [Regional Crash Dashboard](#) led to the creation of a [Transit-Oriented Development Dashboard](#) series, which was presented at a number of statewide conferences in Fall 2019. The MPO plans to build on this initiative's success in 2020 by creating dashboards for upcoming planning projects.



Regional Crash Dashboard

Derek Law
@GIS_Bandit

Follow

Nice @IndyMPO Crash #Data #Dashboard built on #OpsDashboard for #ArcGIS bit.ly/2l8iMtj

#Indianapolis #PublicSafety #transportation #govtech #esri #GIS #mapping @Esri @EsriSLGov @EsriTransport @GISPublicSafety @ArcGISApps @ArcGISOnline @EsriPartners



Congratulations from Derek Law,
a Blog Author for ESRI

Transit Oriented Development: Map Series

Introduction EJ Snapshot Permits & Parking Dashboard Housing, Transportation & Employment Dashboard Data Sources

Introduction to Transit-Oriented Development

Transit-oriented development, or TOD, is a type of urban development that includes a mixture of housing, office, retail, and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

By focusing growth around transit stations, the private market can capitalize on public investments in mass transit. This strategy maximizes potential public benefits, including improved health and well-being, mobility choice, economic resilience, and natural environment.



Transit-Oriented Development Dashboard Story Map

Transit Oriented Development: Map Series

Introduction EJ Snapshot Permits & Parking Dashboard **Housing, Transportation & Employment Dashboard** Data Sources

Housing, Transportation, & Employment

How to Use the Dashboard

Here are three easy steps to quickly find information around the existing or proposed Bus Rapid Transit Stations near you!

Step 1: Select one or multiple Bus Rapid Transit Routes (top right hand corner)

Step 2: Select a station from the list of BRT Stations assigned to the selected transit route(s) (note: Purple line will share stations with the existing Red Line stations)

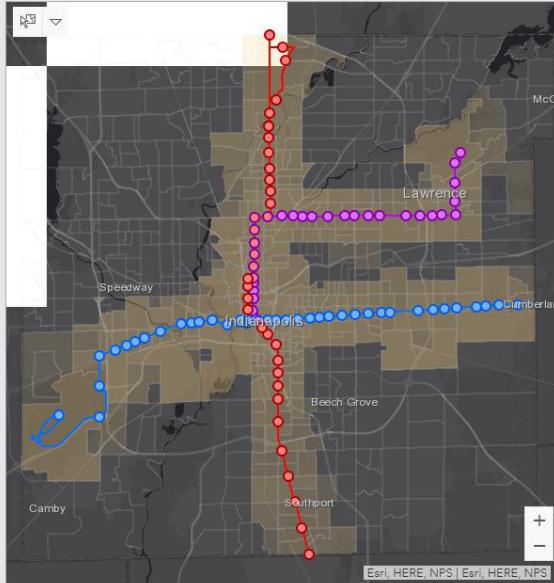
Step 3: Review the charts and indicators to learn more about transit stations near you!

Select a BRT Station

- Station: Arlington Ave
- Station: Arsenal Ave
- Station: Auburn St
- Station: Belview Pl
- Station: Belmont Ave
- Station: Central Green
- Station: Cherry Tree Plaza
- Station: Emerson Ave

Current Jobs
618,941
The number of jobs within a half-mile of a transit stop

Jobs Employers



Household Income for Transportation
23%

Household Population
382,447
Household Population of Census Block Groups within a half-mile of a transit stop

Cars per Household
1.68
Average Number of Cars per Household within Census Block Groups within a half-mile of a transit stop

Transportation **Housing**

Households **Income**

Cars Per Household **VMT**

Transit-Oriented Development Dashboard

INFORM

CRASH DATA CLEANUP CONTINUES

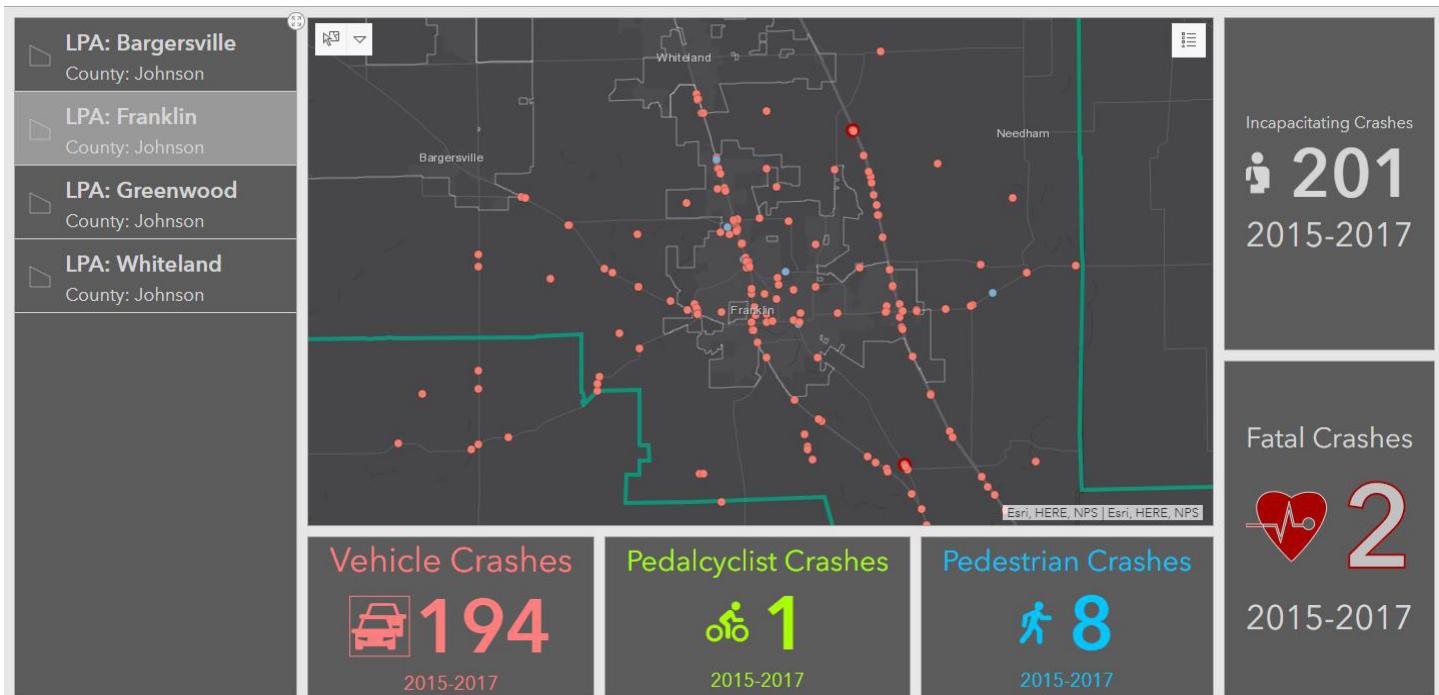
Accurate crash information is essential to the MPO's work. Unfortunately, ARIES (Automated Reporting Information Exchange System), the official crash record repository for the state, contains many inaccuracies regarding crash locations.

To address this problem, the MPO has spent the last two years correcting ARIES data. This effort began in 2018 with the clean-up of 2012 through 2017 Fatality and Incapacitating Injury records for our eight-county region. In 2019, we completed the 2018 records.

Working record-by-record, the organization's project consultant, The Corradino Group, compared each crash location to police reports and corrected inaccurate information in ARIES. Approximately 3,500 Fatality and Incapacitating Injury locations were corrected, bringing the total number of corrected crash records to almost 16,000.

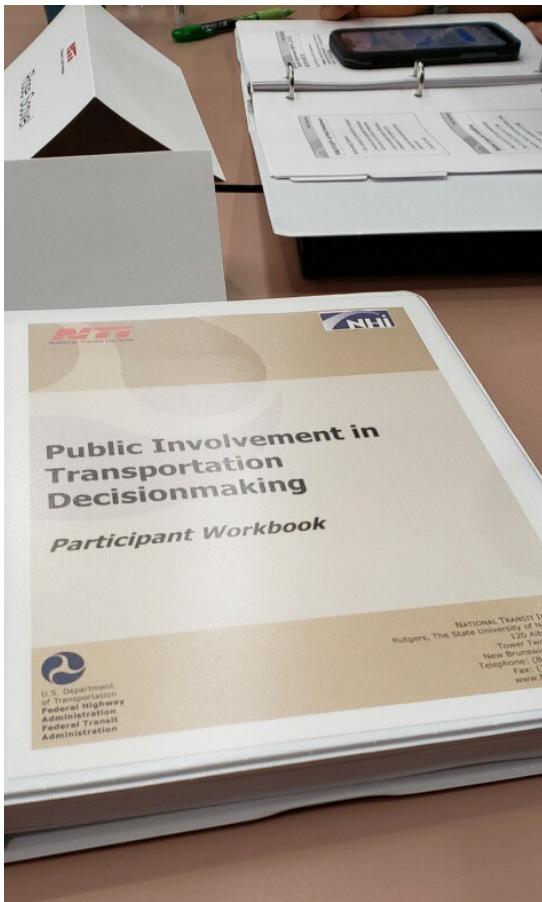
As a result of these efforts, the MPO was able to use correct data to identify high-crash intersections for the Intersection Safety Studies, as well as the MPO's Pedestrian and Bicycle Plans. In addition, we've shared the corrected data with our local planning agencies and the public through the [Crash Data Dashboard](#) on our website.

We will continue this data cleanup in 2020 by correcting crash locations in our 2019 records. The ARIES 6 update being rolled out to police agencies across the state should also help to improve location accuracy.



A screenshot from the regional crash dashboard, showing results filtered within the boundaries of the Town of Franklin

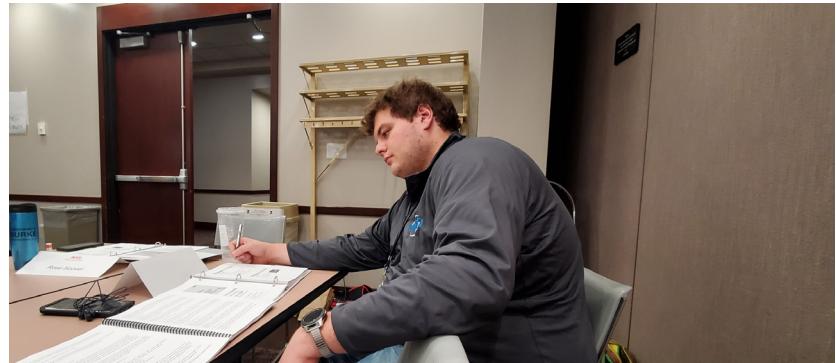
PUBLIC INVOLVEMENT IN TRANSPORTATION DECISION-MAKING



Learning Materials for Workshop



Course Moderator



Nick Badman reviewing presentation materials

In October, the MPO and INDOT co-sponsored a course on public involvement for transportation-related projects. The course is a regular offering from the National Transit Institute (NTI), but this particular offering was a joint effort with the Federal Transit Administration's Office of Planning, Federal Highway Administration's Office of Planning, the National Highway Institute, and NTI. The course is taught by national experts, and is offered several times each year at the request of host communities.

Twenty people attended the October course, which was free to government employees. Participants included area communities such as Noblesville and Carmel, as well as INDOT, the Federal Highway Administration, and the Madison County Council of Governments. Participants learned best practices, reviewed case studies, and engaged in discussions about their own public involvement successes and challenges, all in an effort to equip participants to better communicate and engage with the public for transportation projects.

MPO STAFF SHARE KNOWLEDGE

Here are just a few highlights of where MPO staff shared knowledge this year.

Conferences

The Indiana MPO Conference: At the annual statewide MPO conference, Jen Higginbotham led a session on innovative public engagement, and James Rinehart and Jennifer Dunn described and demonstrated the MPO's new Crash Data Dashboard.

The AMPO Tools and Training Symposium: In May, Jen Higginbotham attended the Association of Metropolitan Planning Organizations' annual technology-focused conference, where she presented a session titled, "The Story of Indy Connect." The presentation offered a recap of the timeline and techniques used to educate the public leading up to Marion County's successful 2016 ballot referendum on transit.

IGIC Conference (Indiana GIS Conference): In May, Jennifer Dunn gave a presentation to the Indiana Geographic Information Council Conference about the Indianapolis MPO's Crash Data Cleanup project.

Webinars

Regional Bikeways and Regional Pedestrian Plans: Jen Higginbotham presented in November to an audience of approximately 300 people on the topic of Actionable Public Input, describing the MPO's Regional Bikeways and Regional Pedestrian Plans and how public input was used to influence quantitative analysis. For more information on those plans, see pages 13 and 16 of the Annual Report.

Legislation

Anna Gremling and Sean Northup visited the Indiana Statehouse on September 30th to present the MPO's legislative needs post separation to the Indiana Fiscal Policy Interim Study Committee.



James Rinehart presenting at the Indiana MPO Conference

Workshops

Transit Network Design Workshop: Assisted by James Rinehart, Danielle Gerlach and Jen Higginbotham, Sean Northup led a series of educational and interactive transit workshops with Ball State University students and community members in Plainfield and in Greenwood. During the workshops, participants were given free rein to plan their own transit networks so long as they worked with certain rules, realistic budgets and operational requirements. Feedback was positive on the lessons learned at each workshop, and the ideas generated will be applied to actual system planning in Plainfield and Greenwood.



Top: Sean Northup evaluating proposed transit routes at the Ball State CAP Building in Indianapolis



Right: Sean presenting on transit network design to Ball State students. CREDIT: Christopher Helms

Other Presentations

Anna Gremling and Rose Scovel presented the plan for the Comprehensive Economic Development Strategy process to the Indy Partnership Regional Strategy Council, followed by the IUPUI Public Policy Institute presenting best practices for Comprehensive Economic Development Strategies. Rose and Anna have also made presentations on the process to the County Commissioners in Hendricks, Hamilton, and Boone Counties.

Rose Scovel presented the scenario planning process for the 2050 Long Range Transportation Plan to the Central Indiana Drinking Water Collaborative. The Collaborative is composed of drinking-water professionals from the private and public water utilities and partners involved in drinking-water.

PLAN

REGIONAL BIKEWAYS PLAN NEARS COMPLETION

The Indianapolis MPO began the most recent update to the Regional Bikeways Plan in late 2018. Being developed with support from Toole Design Group, the completed plan will include several components that support bikeway planning and construction throughout the region. These components, currently underway, include:

- Updated regional vision and goals
- Results of a “pilot” bicycle counting program and recommendations for future counting efforts
- Results of a bicycle network analysis effort, which identifies levels of bicycling stress along roads within the region
- Results of a proposed project prioritization process that will score all proposed bicycle and trail facilities in the region and indicate which have the highest priority for construction

Public Involvement

In May, in coordination with the Regional Pedestrian Plan, the MPO posted a video to Facebook describing the project and asking the public to participate in a survey that would help establish regional priorities for bicycling infrastructure. The messaging reached thousands of people on Facebook and Twitter, and staff visited selected sites throughout the region with iPads to gather additional feedback for the survey. Halfway through the public-feedback period, the MPO hosted a live question-and-answer session that was viewed by more than 30 people.

1 2019 Regional Bikeways Plan

WELCOME!

Let's talk about bikeways!

The Indianapolis MPO is creating a Regional Bikeways Plan that will set priorities for bike infrastructure funding in Central Indiana. Please take this survey to tell us about your preferences!

Español Begin

Fun Fact: The current Regional Bikeways Plan was completed in 2015. Check it out at IndyMPO.org.

MPO

2 2019 Regional Bikeways Plan

CATEGORY RANKING

Order your top 5 items above this line

Regionism
Economic Opportunity
Connectivity
Equity (Fairness)
Health

We want you to rank the importance of the following categories when it comes to funding bikeway projects in Central Indiana.

Please drag 5 of the items above the line in your preferred order.

Suggest another

3 2019 Regional Bikeways Plan

How important are the following elements when planning a regional bikeway network?

Regionism
Economic Opportunity
Connectivity
Purpose
Multi-Jurisdictional

Mult-Jurisdictional: Bikeways that connect two or more communities to each other.

Equity (Fairness)
Health

Suggest another

Next Category

4 2019 Regional Bikeways Plan

DESTINATION RANKING

Help us identify which destinations are most important so that we can determine the areas of the region having the weakest connections. Use the stars to tell us.

Drag stars to invest in the categories you prefer.

Jobs	Schools	Healthcare	Grocery stores
0	0	0	0

Social and Government Services	Recreation / Community Centers	Retail / Shopping	Transit stops and stations
0	0	0	0

15

5 2019 Regional Bikeways Plan

THANK YOU!

Final Questions (Optional)

What is your age?

What is your gender?

What best describes your race / ethnicity?

What is your total household income?

What county do you live in?

Any other comments, questions, or concerns?

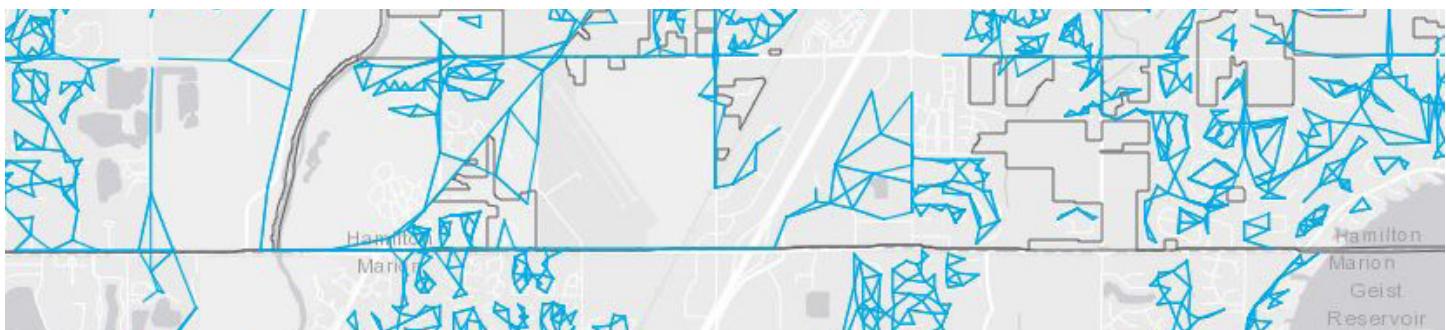
Submit Final Questions

TOOLE DESIGN GROUP

MKSK

Bicycle Network Analysis (BNA) Map

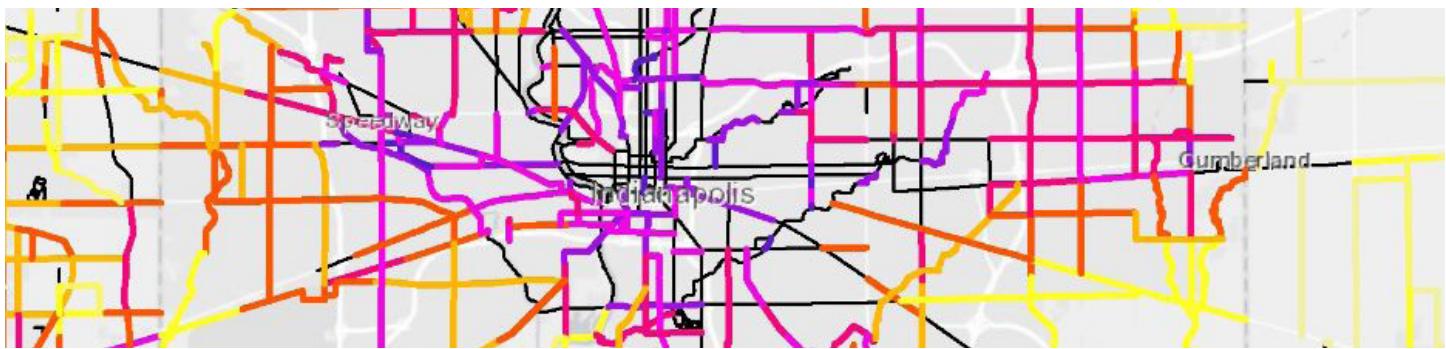
The results of the project's bikeway analysis will be posted online as an interactive map. Community staff, nonprofits, cycling clubs, neighborhood residents, and all other interested parties will be able to view bike-friendly areas in their own community and also identify potential low-stress connections (such as separated paths or protected bike lanes) between isolated bike-friendly areas. Visit the MPO website to learn about the [BNA Map](#) and how it can be used as a reference in bicycle network planning.



Bike Network Analysis Map

Prioritization Map

The Prioritization Map will be posted online, displaying each proposed bikeway in the region, along with a score. This tool helps community staff know how their projects compare to other projects in the region when evaluated on regional priorities, and therefore gives them insight into how they would fare when competing for federal construction funding.



Draft Project Prioritization Map

Final Touches

The remaining steps for the Regional Bikeways Plan include finalizing the project scoring for the Prioritization Map, holding a final Steering Committee meeting, issuing a draft of the plan, and incorporating public input. The MPO plans to ask for approval of the Regional Bikeways Plan at a meeting of the IRTC in Summer 2020.

REGIONAL PEDESTRIAN PLAN COMING TO A CLOSE

In 2018, the MPO hired Taylor Siefker Williams Design Group to update the MPO's Regional Pedestrian Plan, which was last completed in 2006 and is due for an overhaul. Major components of the plan include:

- An updated regional vision, goals, and objectives
- Resources, including case studies, pedestrian safety measures, and examples of policies that local staffs can apply to planning or constructing pedestrian ways in their own communities
- An assessment of current conditions, specifically areas throughout the region that lack sidewalks, and recommendations for what areas are the highest regional priority for pedestrian investments

Public Involvement

In May, in coordination with the Regional Bikeways Plan, the MPO posted a video to Facebook describing the project and asking the public to participate in a survey that would help establish regional priorities for pedestrian infrastructure. The messaging reached thousands of people on Facebook and Twitter, and staff visited selected sites throughout the region with iPads to gather additional feedback for the survey. Halfway through the public-feedback period, the MPO hosted a live question-and-answer session that was viewed by more than 30 people.



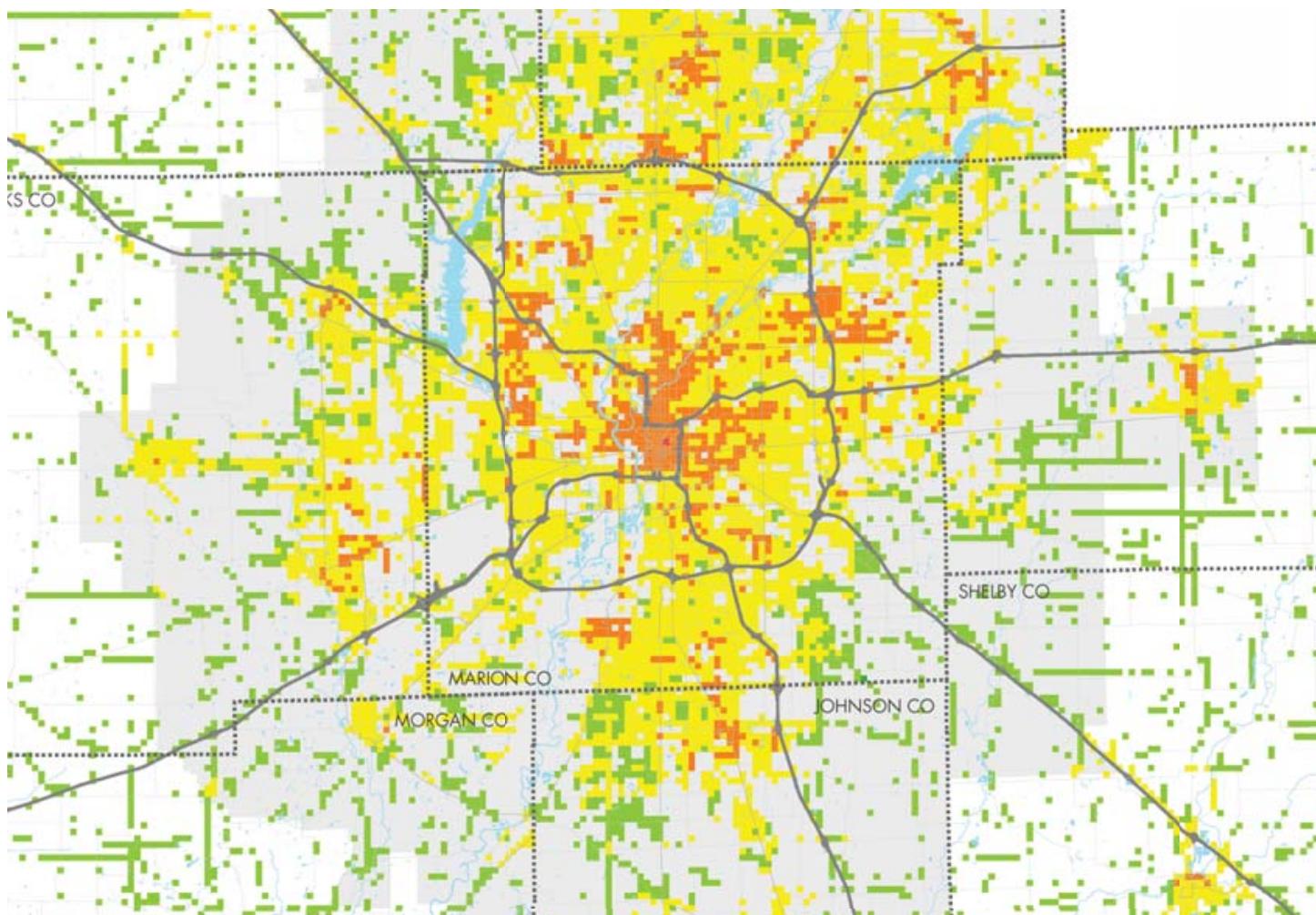
Regional Pedestrian Plan Overview (May 2019)

Like Comment Share MPO ...

Jen Higginbotham and Ron Taylor (Taylor, Siefker, Williams) conducting an online open house

Priority Investment Areas Map

The Regional Pedestrian Plan used public, steering committee, and IRTC feedback to set priorities for criteria that include safety, equity, wellness, and demand. From these criteria, the team identified prioritized areas for pedestrian facility investment and created a map that can serve as a resource for local communities as they conduct their own pedestrian planning and investments. These areas are displayed online in the plan's [Priority Investment Areas Map](#).



Priority Investment Area Map

Final Touches

The remaining steps for the Regional Pedestrian Plan include public feedback on the plan draft, incorporation of comments, and review and approval by the IRTC in early 2020.

VISION ZERO TOOLKIT

The MPO has been working with Rundell Ernstberger Associates on the creation of a regional Vision Zero Toolkit, which will serve as a resource for Central Indiana communities that want to reduce the number of transportation-related deaths and serious injuries in their area. The toolkit, which is still being assembled, will include:

- An overview of the Vision Zero movement and purpose of implementing Vision Zero strategies
- Information on proven countermeasures (or infrastructure design/changes) to reduce deaths and serious injuries
- Instructions on how a community could create its own Vision Zero Plan, Local Road Safety Plan, Pedestrian Safety Action Plan, etc.
- Brief informational materials that can be shared with local decision-makers
- Communication and marketing materials, which could be branded for a specific community and shared with the public for educational campaigns or in existing efforts by local law enforcement or others to educate the public on transportation safety

The toolkit is anticipated to be completed in early 2020.

REGIONAL CENTERS AND SCENARIO PLANNING

What places in the MPO planning area have the most activity ... either concentrations of people or economic activity?

How do we better leverage investment to support these places?

What places could be centers of activity in the coming years?

By addressing these and similar questions, the Indianapolis MPO used its Regional Activity Centers project to lay foundation for future planning. Building on input from the MPO Land Use Advisory Panel, consultant MIG, Inc. worked to identify and classify activity centers throughout the MPO planning area, a process that will help to score projects in the Long-Range Transportation Plan (LRTP) and provide the basis for a 2050 planning scenario. Centers are expected to be identified and classified into typologies in early 2020.

Scenario planning also will inform the 2050 Long Range Transportation Plan (LRTP), a process for which the MPO Land Use Advisory Panel is collaborating with MPO consultant Cambridge Systematics. Early work has involved selecting a software package (CommunityViz by City Explained, Inc.) and developing baseline data, a suitability analysis, and a baseline map/scenario. In 2020, we will begin to develop scenarios that reflect land use and transportation development options for the region. As part of the process, the Land Use Advisory Panel and the public will have opportunities to provide input into the components of the final scenario, which will allow the team to identify policy choices needed to achieve the desired future land use and transportation system. This scenario will then become the basis for the work of the LRTP update.

While scenario planning was not part of the 2045 LRTP, the process, which is recommended by the Federal Highway Administration for use in long-range transportation planning, will be a valuable component of the 2050 LRTP update that will be adopted in 2021.

2019 INTERSECTION SAFETY STUDIES

A number of area intersections will be re-engineered to increase safety as a result of an Intersection Safety Studies project the Indianapolis MPO completed in 2019.

By supporting the creation of complete Road Safety Audits, this project will help local planning agencies (LPAs) respond to the MPO's annual Call for Projects and apply for Highway Safety Improvement Program (HSIP) funding, which can be used to make safety improvements at identified intersections.

The process began with project consultant, the Corradino Group, evaluating the MPO's cleaned-up Fatality and Serious Injury crash records to select 70 high-crash locations in our Metropolitan Planning Area (MPA). Six meetings with municipal engineers and local police representatives provided valuable feedback that enabled us to narrow the list to 24 high-crash intersections across the MPA. Five intersections were reserved for pedestrian and bicycle locations.

This selection process was followed by site visits at each intersection with local engineers and police representatives. At each site, consensus was reached on counter measures that should be included in Road Safety Audits, with the ultimate objective being a number of completed safety improvement projects. These audits were compiled in the MPO's [2019 Safety Studies](#) document.



Top: Nathan Sheets (Indianapolis DPW) and Dave Cleveland (Corradino Group)



Right: Dave Cleveland, Jennifer Dunn, and Jason Bowers (Corradino Group)

TIP By The Numbers

FUND

833
Projects in the Indianapolis MPO
Transportation Improvement
Program, at a total cost of
\$3.6 BILLION

Federal Funds
obligated to
Central Indiana

**\$206
MILLION**

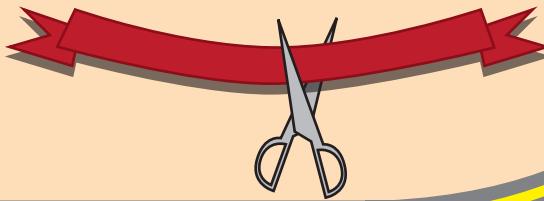


66

Local Projects **received
funding for construction**



Local Projects **completed construction**



16



261 Amendments
Processed by
Staff



735 Quarterly
Reports
Completed

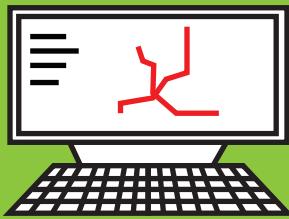


12 Quarterly
Tracking
Meetings
with

**FHWA
INDOT
LPAs**

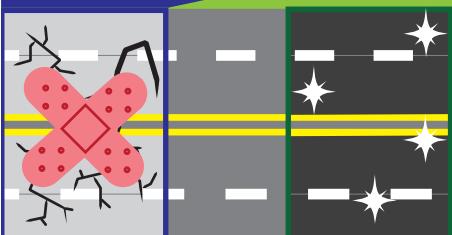
282

Registered
MiTIP Users

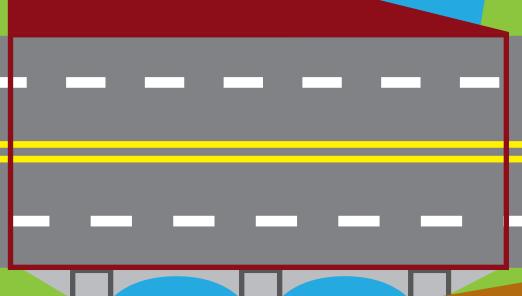


Funded in 2019

0.5 Lane-Miles of Roadway
Resurfacing and Rehabilitation



1 Bridge Replacement



0.3 Miles of New Roadway

6.25 Miles of Bike and Pedestrian Projects

12 Safety & Intersection Upgrades

Completed in 2019

Central Avenue Bridge Over Fall Creek
Indianapolis
Federal Funds Allocated:
\$5,307,714



North Green Street Improvements
Brownsburg
Federal Funds Allocated:
\$3,700,001

Lowe's Way to Keystone Phase II

Carmel
Federal Funds Allocated:
\$3,432,600



Monon Bridge over SR 32
Westfield
Federal Funds Allocated:
\$3,377,144



OTHER UPDATES

RED LINE LAUNCHES NEW TRANSIT ERA

With the launch of the Red Line on September 1, 2019, IndyGo propelled Central Indiana into a new era of public transit.

Chosen to serve the region's most dense residential and employer corridor, the Red Line spans 13 miles and connects neighborhoods, employers, cultural institutions, healthcare providers and educational institutions throughout Marion County. Red Line stations operate from in-median and streetside locations with ticket-vending machines, step-free access, well-lit boarding areas, security cameras, and "blue-light" emergency phones.

To support the Red Line and the customers who use it, the 13-mile route received significant infrastructure improvements, including more than 14,000 linear feet of replacement sidewalks, 25 platform stations, nearly 15,000 linear feet of replacement storm sewers, 238 ADA-compliant curb ramps, 66 upgraded traffic signals, and 19 miles of fresh paving.

Riders quickly embraced the new service. In September alone, Red Line ridership surpassed 230,000, with an average of 7,700 per day. Morning and evening rush hours saw significant numbers of people using the service, as did times when special events were being held downtown. Even during non-peak hours, the Red Line's electric transit vehicles carried many passengers along its dedicated lanes.

This transformed system was launched after more than 10 years of meetings and planning, extensive public input and partnerships forged throughout Central Indiana to change state law. Together, the partners overcame challenges and exemplified what can be accomplished with collaboration across agencies – a lesson that bodes well for the expansion of bus rapid transit service in Indianapolis and beyond in the coming years.

A THANKS TO THE MPO'S INTERNS

Staff at the Indianapolis MPO wish to thank the interns that contributed so much to the MPO's successes this year.



Mohammad Khan

Mohammad has gone on to intern for the Delaware Valley Regional Planning Commission and the US Department of Homeland Security.

Travis Asher

Travis was instrumental in the creation of maps for the Regional Bikeways Plan. Travis is currently working on his thesis to complete his Master's Degree.



Trevor Preddy

Trevor completed his Bachelor of Urban and Regional Development from Ball State University and is now working as a Planner II for the City of Fishers.

THE MPO EXPANDS YOUTH OUTREACH

During 2019, the MPO increased efforts in reaching out to students to inform them about the planning profession and to educate them about what an MPO does. Through a partnership with Indianapolis Public Schools, five new high school students have signed up to job shadow during the 2019-2020 school year. Additionally, two college students have participated, one from Butler University and one from Ball State University. A Federal Highway Administration (FHWA) intern also participated as a guest job-shadower for a day.



From Left to Right: Thiera Taylor (FHWA Intern), Madison Lyndsay (Ball State University), and Todd Williams (George Washington High School)

MPO staff have also participated in several events to promote the planning profession and inform the public about what the MPO does. This included conducting a transit network design workshop at Ball State University, as well as attending Ball State's internship fair. Indiana University – Bloomington has continued its partnership with the MPO, having marketing students brainstorm ideas to engage the public effectively. Indiana University – Purdue University has been working with the MPO, allowing staff to guest lecture and participate in their job fair and non-profit expo. MPO staff also moderated the Indiana Geographic Bee, an ongoing partnership that is coordinated by the Geographic Educators' Network of Indiana.

Staff have also volunteered to be judges with Future Cities, a project-based learning program where students in 6th, 7th, and 8th grades imagine, research, design, and build cities of the future. The MPO sponsored a special award for the 2020 Future Cities competition.

MPO staff expanded their reach, guest lecturing in an advanced placement physics class at Lawrence Central High School. The students learned about creating a transit network while also learning coding basics using small robots that traverse the network they created. George Washington High School invited MPO staff to participate in their career day, partaking in mock interviews and conducting resume reviews for the students.

Executive Director Anna Gremling served as the Young Professionals in Transportation (YPT) advisor during 2019.

OTHER UPDATES

MPO ONLINE PRESENCE IS GROWING

FACEBOOK

Followers 1,071 | **26.75% increase** since January 2019

	Total	Monthly Average
Number of Posts	303	25.25
Reactions	4,571	380.72
Comments	536	44.47
Shares	862	71.83

TWITTER

Followers 235 | **221.92% increase** since January 2019

	Total	Monthly Average
Number of Tweets	269	22.42
Likes	509	42.42
Comments	20	1.67
Retweets	360	30

INSTAGRAM

Created August 2019

	Total	Monthly Average
Followers	102	
Number of Posts	69	13.8
Likes	399	79.8
Comments	3	0.6

TEMPO NEWSLETTER

Net Subscribers Gained	Total Newsletters Sent	Average Open Rate	Total Unique Opens	Total Unique Clicks
246	57,069	24.46%	12,736	2,079

WELCOME ABOARD, ANNIE!

Annie Dixon joined the Indianapolis MPO as a special projects planner in January 2020.

Annie previously worked as the Mobility Manager for the Central Indiana Regional Transportation Authority (CIRTA). While with CIRTA, Annie worked in grant writing to achieve federal and state awards, managed vendor contracts, and administered two of CIRTA's three programs focused on regional coordination and providing cross-county workforce development trips.

Annie also previously worked for the National Association of Development Organizations as a Graduate Fellow and Student Director for the DePauw University Office for Sustainability. Annie received her Bachelor's degree in Urban Ecology and Environmental Biology from DePauw in 2018.

Annie can be contacted at annie.dixon@indympo.org.



Annie Dixon



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